

District 4 Bicycle Advisory Committee (D4 BAC)
Minutes
January 18, 2012 1:30 PM – 3:30 PM
D4 HQ, 111 Grand Ave, Oakland, Mountain View Room, 15th Floor

Members Present (incl. teleconference attendees):

Paul Goldstein, Silicon Valley Bicycle Coalition, Santa Clara County, D4 BAC Chair
Rick Marshall, Napa County Public Works, Vice Chair
Bruce “Ole” Ohlson, East Bay Bicycle Coalition, Delta Pedalers
Rochelle Wheeler, Alameda County Transportation Commission
Alisha Oloughlin, Marin County Bicycle Coalition (via telephone)
Corinne Winter, Bay Area Bicycle Coalition (via telephone)
Gary Helfrich, Sonoma County Bicycle Coalition
Carol Levine, Expert Consultant
Robert Cronin, Silicon Valley Bicycle Coalition, San Mateo County

Non-Members Present (incl. teleconference attendees):

Ina Gerhard, Caltrans District 4 Bicycle Coordinator
Dave Campbell, East Bay Bicycle Coalition
Andy Thornley, San Francisco Bicycle Coalition
Dave Dawson, Marin County (via telephone)
Mark Lucas, Napa County Bike Coalition
Pat Giorni, Burlingame resident, (via telephone)
Karsten Adam, Consultant, MTCO
Warwick Cheung, Caltrans Office of Advance Planning
Robert Bregoff, Caltrans System Planning
Hung Q. Tran, Caltrans Traffic
Philippe Van, Caltrans Traffic
Ahmad Rahimi, Caltrans Project Management
Nandani Shridhar, Caltrans Project Management
Einar Acuna, Caltrans Signal Operations
Steve Hulsebus, Caltrans Toll Bridge Design
Ken Terpstra, Caltrans SFOBB Project Manager

1. Welcome and Introductions

2. Approval of October 19, 2011 Meeting Minutes

<http://www.dot.ca.gov/dist4/transplanning/docs/d4bacmom102011.pdf>

A typo was noted and corrected. The motion was made (Marshall) and seconded (Goldstein) to approve the minutes with a unanimous vote, no abstentions.

3. Election of Committee Chair and Vice-Chair

Paul Goldstein was nominated and unanimously re-elected to serve as Chair.

Rick Marshall was nominated and unanimously re-elected to serve as Vice Chair.

4. Update on SFOBB East Span Bike Path Opening – Steven Hulsebus, CT,
Division Chief, Toll Bridge Design

Update on anticipated target date for East Span bikeway opening all the way to Yerba Buena Island

Steve Hulsebus presented the status of the bikeway part of the East Span project, construction and timing issues. Caltrans anticipates opening the new East Span of the Bay Bridge to traffic (vehicular, bike, ped) during the Labor Day weekend of 2013, even though final project construction will not have been completed at that time. Pedestrian and bicycle access will be provided on the East Span bikeway at the same time to a not-yet-determined endpoint before Yerba Buena Island, because touchdown to Yerba Buena Island is scheduled for completion only in 2015. A temporary bike path will provide access at the Oakland side until the final connection to the Oakland touchdown will be in place. Several ideas on how to celebrate the East Span opening were discussed, including a day or more of car-free celebrations and activities to memorialize the Bridge as a connection for all people, which could provide great public relations value and potentially more enthusiasm for completion of the bike path on the West Span of the Bridge, the remaining gap in the connection to San Francisco.

5. Napa County Bicycle Plan – Rick Marshall, Napa County Public Works

Introduction of the Plan and Caltrans input

<http://www.nctpa.net/bikeplans.html>

Rick Marshall presented the Plan with a focus on impacts to State routes in Napa. The reason for bringing this item to the Committee is to get Caltrans attention and input on the new plan and to have conversations early on in the planning process rather than in the “heat of designing and building a project.” The Plan was prepared by the Napa County Planning and Transportation Agency. A major goal is to provide a safe and comprehensive transportation system that provides integration with all modes, support facilities, and land uses. A list of bicycle improvements that are recommended on State routes was distributed for information and input.

With regard to State Route 29, the Plan envisions a separate facility (Vine Trail) throughout the length of the County approximately following the 29 alignment; a one-mile Class I section has already been built in Yountville.

The Plan is going through the CEQA review in February. Caltrans will have the opportunity to provide comments during the public comment period. Staff from several Caltrans functional units attended the meeting.

6. US 101/Holly Street Interchange Modification Project, San Mateo County – Karsten Adam, Mark Thomas Co.

Presentation of bike circulation components of the project

Karsten Adam presented the alternatives developed for the Holly Street interchange project with a focus on bike/ped features. Holly Street is the only US 101 crossing in the City of San Carlos and the City wants to improve this overcrossing for better pedestrian, bicycle and

vehicle access. See City of San Carlos website for comprehensive information on this project and proposed alternatives:

http://www.cityofsancarlos.org/publicworks/current_projects/holly_street_at_highway_101_holly_street_us_101_access_alternatives_web_survey.asp

The existing standard cloverleaf high speed ramps and a sidewalk only on the south side are challenging to pedestrians (ramp crossings) and cyclists (continuous weaving of vehicles to access the on/off-ramps).

Alternative 1-G and 1-H were presented as well as the design of a proposed Class I facility south of the overcrossing. Fairly detailed comments were provided on both alternatives. Regarding the Class I facility, concerns were raised in terms of shortcomings of such a facility, in particular personal safety concerns; the difficulty of cyclists traveling west to access the eastside terminus of the path on the opposite diagonal corner; the need for regular maintenance. Despite a parallel Class I, the overcrossing will still have to be designed for bicycle access and safety. The consultant will probably receive further comments from Committee members (and others). If desired, the Committee could revisit this project at a later point.

7. 1581 Implementation – Einar Acuna, CT, Signal Operations

How does District 4 implement AB 1581?

<http://www.dot.ca.gov/hq/traffops/signtech/signdel/policy/09-06.pdf>

AB 1581 became law in 2008 mandating the detection of bicycles and motorcycles at traffic actuated signals whenever a new signal is installed or an existing one retrofitted. However, in many instances, bicycle detection can be accomplished by adjusting the electronics/sensitivity and not actual construction or replacement of equipment.

Einar Acuna reported that D4 is committed to implementing signal timing adjustments for pedestrians and bicycles throughout its jurisdiction within 12 months, but not detection. Whenever a complaint is filed and an existing detection loop is found to be capable of detecting a bicycle, Signal Operations will work with Maintenance to mark the area with a stencil where the bicyclist should position himself to trigger detection.

8. Update on Caltrans Complete Streets Implementation – Ina Gerhard, CT *CA MUTCD, HDM, CTCDC*

- The 2012 CA MUTCD was released and will be available online soon.
- Nothing to report on the update of the HDM.

9. Update on Various Projects and Work Plan – Ina Gerhard, CT

<http://www.dot.ca.gov/dist4/transplanning/docs/d4bacworkplanexhibita102011.pdf>

- **Freeway Access on 580 between Dublin and Livermore:** The City of Livermore will install Class I and Class II facilities on Jack London Blvd between Isabel Ave and El Charro Rd by the end of 2012. This alternative shortens the travel distance from 11 miles from the Dublin/Pleasanton BART station to the area around Las Positas College to 8-9 miles as opposed to 7 miles on the freeway shoulder. Although out of direction travel will still be required, this appears to be

a suitable alternative to the freeway. Freeway shoulder access would only be possible after completion of the I-580 HOV in 2014. Some Committee members felt that a proper evaluation of the alternatives should still be done by Caltrans. Is Caltrans using the right standards/are the right policies/processes? Is this more of a District or statewide issue? No vote was taken on the issue. Dave Campbell will check with EBBC since one of their members initiated the request. He will report back at the next meeting.

- **Matrix:** All green areas on the matrix are resolved. Project added: San Mateo SR82/SR92 interchange.
- **Rumble Strip Guidance:** New guidance was recently issued for use of rumble strips and should be discussed at one of the next meetings.

10. Future Agenda Items/Announcements/Adjourn

- Rumble Strip Policy
- Complete Streets Implementation – Update from CT HQ

D4 BAC meeting dates in 2012:

April 18, 2012
July 18, 2012
October 17, 2012